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Helen A. Odar

Name of applicant, assignee or  
Registered Representative

*Helen Odar*  
Signature



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Case No. 4865/49  
BFG No. 1990023A

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**

In re Application of: )  
Lowell Bok et al. ) Examiner: Melody M. Burch  
Serial No.: 09/449,034 ) Group Art Unit: 3613  
Filed: November 24, 1999 )  
For: THREE RUN DISK BRAKE STACK AND )  
METHOD OF ASSEMBLY )

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**RESPONSE TO COMMUNICATION OF MARCH 27, 2001**

Commissioner for Patents  
Washington, D.C. 20231  
Attn: Responses - NON-FEE

Dear Sir:

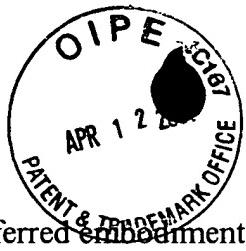
In response to the Communication dated March 27, 2001, enclosed please find Appendix B showing the amendments made to the specification in the Amendment of April 21, 2001 in the form of a replacement paragraph in marked-up version.

Respectfully submitted,

*Helen Odar*

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## APPENDIX B

In one preferred embodiment, composite friction brake disks having replaceable wear faces as described in U.S. Patent No. 5,779,006 are used in the brake stack. The disks described in this patent are preferably used in the instant invention since the disk configuration improves the dynamic stability against undesired vibration of the brakes during aircraft braking. If disks employing such a replaceable friction lining are used, the friction lining is preferably in the form of an annular ring of a size corresponding to the respective disk. The friction lining may be attached by any suitable means available. For example, the friction lining, if annular, may be attached by rivets or clips. As shown in FIG. 1, each stator friction lining 42 has a flat annular wear face or rubbing face adapted for engagement with the opposing wear face of an adjacent rotor lining 52. An alternative design such as described in U.S. Patent No. 5,779,006 could be used where the friction lining does not directly engage the drive keys of the wheel or splines of the torque tube so that the friction lining need not have the structural strength required of conventional disks formed entirely of carbon material.

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